PUBLIC WORKS DEPARTMENT
May 2020 UPDATE

Metrics

		2019									2020			
		APR	MAY	JUNE	JULY	AUGUST	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR
WWTP	WWTP Total Flow (millions of gallons)	49.50	46.00	42.55	42.96	43.69	47.22	48.63	47.31	57.85	69.53	73.81	52.45	50.01
	Average Daily flow (Millions of gallons)	1.65	1.48	1.42	1.39	1.41	1.57	1.57	1.58	1.87	2.24	2.55	1.69	1.67
	Peak Daily Flow (millions of gallons)	2.01	1.81	1.55	1.60	1.63	2.16	2.19	2.09	3.81	2.62	5.04	2.28	2.12
	Removal Rate	98%	96%	97%	98%	98%	98%	98%	98%	98%	99%	99%	98%	97%
	Biosolids transported to BUF (wet tons)	250	187	218	191	147	214	243	219	249	223	198	286	268
D&C	Private Development (hours)	261	165	185	159	198	151	346	374	435	402	416	231	403
	Capital Projects (hours)	1002	797	792	639	579	554	656	397	292	459	450	676	494
O&M	Street Sweeping/ Brush Cutting (lane miles/hours)	497/0	27/96	68/86	64/59	117/108	281/35	680/0	721/0	127/0	134/0	344/0	261/0	29/0
	Utility Locates	240	217	210	226	222	207	231	150	164	250	240	220	156
	Water sold (millions of gallons) (15th to 15th)	52.4	54.6	68.8	73.1	87	79.9	52.9	51.4	49	50.1	50.1	48.1	

DESIGN & CONSTRUCTION DIVISION

CHAIN LAKE ROAD SHARED PATH EXTENSION

Background

The City of Monroe received a federal grant through Puget Sound Regional Council (PSRC) to design and purchase additional right-of-way for extending the shared sidewalk/path north along Chain Lake Road and end at Brown Road. The sidewalk will match to the existing sidewalk in the vicinity of Rainier View Road.

The original cost estimate for this project is $3,952,752 through the Streets 318 Fund. To help offset the cost, $2,429,219 will be reimbursed by secured federal grants, leaving $1,523,533 for the local match. 2019 revised cost estimation has the project tracking at $3,500,000, reflecting an increase in right-of-way acquisition trends and additional efforts in design. However, the construction phase is tracking to be lower than originally anticipated, resulting in an overall anticipated lower cost to the project.

The project's portion of the approved 2019 and 2020 Street CIP 318 Fund is shown below. The design and right-of-way phases have been delayed due to continued negotiations with the adjacent property owners. As such, anticipated budget revenues and expenditures did not materialize in 2019 and have carried over into 2020:

	2019 Project Budget	**2019 Spent**	**Remaining**
Design	35,000	88,582	(53,582)*
R/W	582,000	220,294	361,706
R/W Assistance**	120,000	109,994	10,006

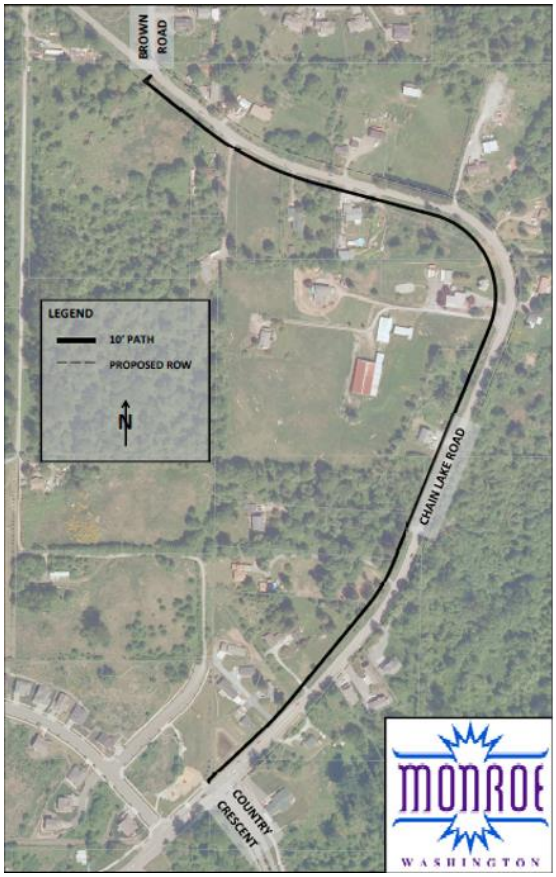
	2020 Project Budget	**2020 Spent**	**Remaining**
Design	0	6,385	(9,320)*
R/W	0	125,501	(236,205)**
R/W Assistance**	0	34,286	(56,686)***
Construction	3,241,350	0	2,150,000****

*Right-of-way acquisition efforts have delayed finalizing the design.
**Right-of-way negotiations and delays in actual closing of the sales have pushed several acquisitions into 2020. Expenses and corresponding grant reimbursements have rolled over into the current budget cycle.
***The City utilizes a right-of-way consultant to help navigate the complexities of acquiring property from adjacent landowners. This follows the City's Right-of-Way Procedures, which is required as part of federally funded projects.
****Project construction cost estimate is tracking to be significantly lower than originally estimated.

Update

The City is negotiating property purchases with the adjacent landowners. Fifteen of the nineteen parcels have reached agreements thus far. The remaining four parcels are still being negotiated.

PSRC (grant source) has extended the deadline for completing the design and right-of-way acquisition to December 31, 2020.



Timeline

2018-2020	Design Process
2018-2020	Right-of-Way Acquisition
2020	Design/Right-of-Way Complete
2020	Construction begins
2021	Construction ends

BLUEBERRY LANE / KELSEY STREET INTERSECTION IMPROVEMENTS

Background

This intersection has long been known as being problematic and congested at times. Improving the intersection is complicated due to the immediate proximity of Burlington Northern Santa Fe railroad and US2. The flow of traffic is sensitive to the tracks being clear and the US2 signal phasing. In December 2016 and January 2017 a series of council meetings were held to discuss potential design options. Additionally, an Open House was conducted in January 2017 to receive public input on design options. Staff are exploring a design that would create a second, northbound lane along Kelsey Street. This lane would begin at North Street and provide a turn pocket for vehicles wanting to turn onto Blueberry Lane, and also additional queuing capacity for left turns at US2.
Estimated Project Cost: $490,000 Street CIP
Construction Target: Unknown

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design	70,000	94,350*	90,550	3,800
R/W	0	0	0	0
Construction	420,000	436,729**	343,314	93,415

*Design contract awarded to Century West Engineering for $92,500.
*Additional surveying needs performed by Harmsen LLC for $1,000.
*Additional surveying needs performed by Harmsen LLC for $850.
**Construction contract awarded to Kamins for $322,093
**Construction inspection services awarded to Blueline not to exceed $98,400.
**Construction material testing on-call task to Robinson Noble for $2,737
**BNSF crossing upgrade costs in the amount of $13,499

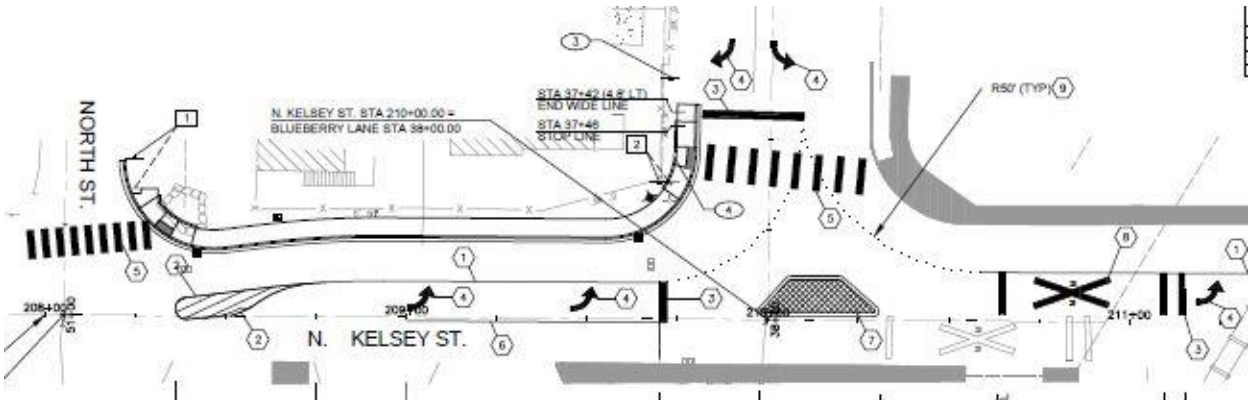
Staff originally expected the project to come in under the original cost estimation. However, unanticipated staff turnover required outsourcing project inspection work to a consultant, resulting in costing that is now slightly over.

Update

This project is complete. The next step is to bring the project forward to Council for Project Acceptance.

Updated Timeline

July 2018	Begin Design Phase
May 2019	Begin Bid Phase
Sept. 2019	Begin Construction
Feb. 2020	End Construction



TJERNE PLACE PHASE III STREET IMPROVEMENTS

Background

Tjerne Place Phase III (a.k.a. Oaks Street) is located between Woods Creek Road and Old Owen Road, behind the Monroe Plaza where Albertson's used to be. This private road sees increasing traffic as drivers look to other routes to avoid traffic on US2. The City is interested in converting the road to public right-of-way and making improvements to become similar to other segments of Tjerne Place SE. Additionally, a signalized intersection would be proposed where Tjerne Place SE connects to Old Owen Road. The City utilizes a right-of-way consultant to help navigate the complexities of acquiring property from adjacent landowners. This follows the City's Right-of-Way Procedures, which is required as part of projects that may wish to seek federal funds. Estimated Project Cost: $6,999,000 Street CIP Fund

	Cost Estimate	Committed Costs	Spent To-Date	Remaining
R/W	1,100,000	0	1,156	1,098,844
R/W Assistance	100,000	97,794*	46,645	51,149

*Contract Land Services right-of-way consultant contract awarded for $90,450. Remaining R/W budget represents estimated cost to acquire public right-of-way.

*Survey task order with KPG for $7,343.74 to delineate easement area onsite, and prepare easement legal descriptions and exhibits.

Update

Negotiations continue with the property owners. Consultants are re-appraising on property to consider an 8 foot remnant strip of land that likely will be added to the acquisition area.

Potential Timeline

2020+	Design process
2018 - 2020	Right-of-Way Acquisition
unknown	Construction Begins
unknown	Project Completion

GRADEN WATER MAIN PROJECT

Background

This project replaces aging water main infrastructure within an established neighborhood locally known as the Graden neighborhood and includes 133rd Street SE, 134th Street SE, 208th Avenue SE, 209th Avenue SE, and 210th Avenue SE. Together, the project anticipates replacing over 3,000 lf of aging water main, upgrading fire hydrants and connecting the residences to the new main. The project is located outside of the city limits in the County, but is within our water service district. It is anticipated that the impacted streets will require new roadway surfacing as part of the restoration efforts. The design phase is to occur in 2018 followed by construction in 2019, and is paid through existing water rate revenues.

Estimated Project Cost: $1,170,000 Water CIP Fund

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design	120,000	75,698*	43,558	32,140
R/W	0	3,702	3,702	0
Construction	1,050,000	775,236**	643,455	131,781

*Design contract awarded to Harmsen & Associates for $75,698.

**Construction contract ($629,363), 20% contingency allowance ($125,873), inspection costs ($20,000)

Update

The project is complete. The City will resurface the neighborhood streets in 2020 as part of the permit conditions with Snohomish County.

Timeline

2018	Design process
February 2019	Bid Phase
June - Sept 2020	Streets Overlay

BLUEBERRY LANE STORMWATER IMPROVEMENTS

Background

Blueberry Lane experiences street flooding during the wet winter months. The existing storm drainage system collects and conveys the stormwater runoff to an infiltration facility. This project would rehabilitate or replace the system with a new infiltration system designed to today's stormwater regulations.

The City is the recipient of a stormwater grant from the Department of Ecology. The proposed award consists of a $2,633,250 grant and a low interest loan of $877,750 with the intent to fully fund the project.

Estimated Project Cost: $3,511,000 Storm CIP Fund

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design	467,460	456,856	132,376	324,479
R/W	0	0	0	0
Construction	0	0	0	0

Update

As part of the grant conditions, the project had to undergo an archaeological assessment before any design explorations could begin. This has caused unexpected delays in the design phase. The updated timeline to complete the design is now anticipated for June 2020. Geotechnical explorations have occurred to investigate the soil capacity to infiltrate stormwater. Their work continues, but is impacted by the Covid-19 essential work mandate.

The original project timeline was to begin construction in 2020, but with archeological requirements and the current health crisis, the project will not be ready in time for the dry summer months. Summer 2021 is now the targeted season for construction.

Timeline

2019-2020	Design process
June 2020	Bid Phase
Summer 2021	Construction Phase

ADAMS LANE UTILITY REPLACEMENT

Background

This project replaces approximately 370 feet of aging 6 inch clay sewer main and approximately 620 feet of aging 6 inch and 4 inch asbestos cement water main under Adams Lane between Pike Street and Powell Street. The new 8 inch ductile iron water main will connect to existing asbestos cement pipe in the aforementioned streets, as well as connecting to an existing 8 inch polyvinyl chloride pipe located midblock.

Estimated Project Cost: $442,969 Water & Sewer CIP Funds

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design	72,780	11,463*	11,463	0
R/W	0	0	0	0
Construction	671,902	481,047**	23,635	457,412

*On-call survey contract authorized with KPG to collect site information.
** Construction contract with Rodarte for $480,415 + project administration expenses.

Update

The project was advertised to contractors in February, with Rodarte Construction being the successful low bidder. The contractor was issued Notice to Proceed and begin construction. However, the Covid-19 essential work mandate required the City to suspend the project until further direction by the Washington State Governor.
The contractor is developing a site safety plan that takes Covid-19 health issues into account and is prepared in accordance with state guidelines. This health plan will be implemented when the construction resumes.

Timeline

2019	Design process
2020	Bid Phase
2020	Construction Phase

DOC SECOND RESERVOIR

Background

Construct 850,000 gallon domestic water reservoir on the hill adjacent to the Monroe Correctional complex. This project will increase fire flow capacity in the DOC water zone.

Estimated Project Cost: $4,296,038 Water CIP Fund

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design	485,333	458,145*	315,518	142,627
R/W	0	0	0	0
Construction	3,810,705	0	0	3,810,705

*Design contract with Murraysmith $450,000. Environmental review on-call contract with Perteet $3,328. Title Report $1,049. Permitting fees $3,768

Update

The design is 90% complete. Staff are reviewing the design documents and providing final comments to the design consultant. The design phase is anticipated to be completed in July 2020, after which the project will be advertised for contractor bids. However, the Covid-19 essential work mandate may impact the permitting process, including the need for a public hearing. It is not known at this time if the project will be delayed due to postponement of the Hearing process.

Timeline

2019	Design process
2020	Bid Phase
2020/21	Construction Phase

ADA TRANSITION PLAN

Background

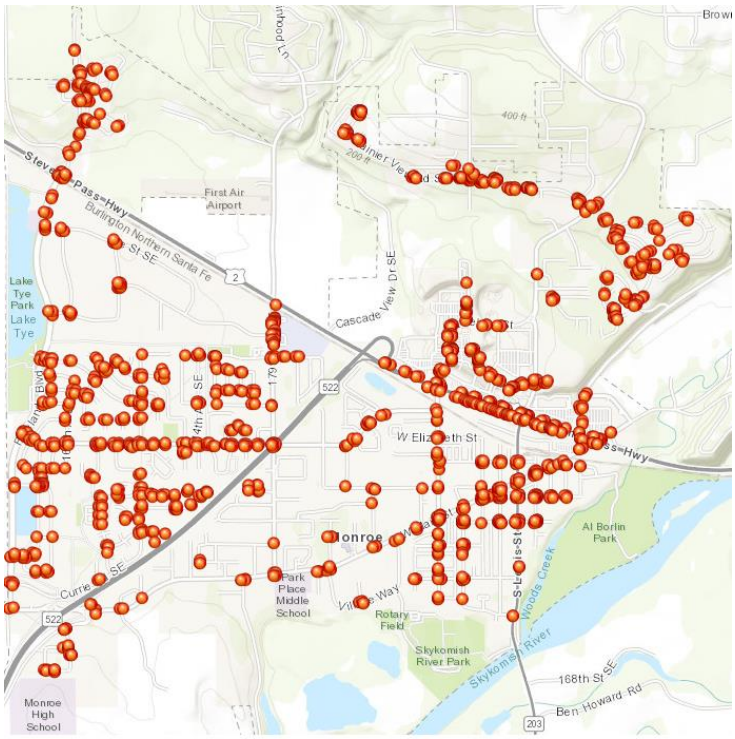
Federal law requires local agencies to identify the existing Americans with Disabilities Act (ADA) compliance issues on all City property, then develop a plan to bring those deficiencies up to current compliance standards. This project would hire a consultant to prepare an inventory and develop the ADA transition plan.

Estimated Project Cost: $68,153 Street CIP Fund

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design	68,153	85,000	2,174	82,826
R/W	0	0	0	0
Construction	0	0	0	0

Update

The Transpo Group has developed a webpage to solicit public input on existing barriers. This webpage is at final draft and is anticipated to go live this month. They have also created a database of our public right-of-way sidwalks, capitalizing on the data the City acquired in 2019 through the pavement rating study with StreetScan.



2020 STREET PRESERVATION PROGRAM

Background

The City has established a Transportation Benefit District (TBD) to help maintain existing streets. Maintenance efforts include practices such as overlaying with new asphalt, adding new aggregate to the road surface (chip sealing), replacing lost binder oils on the surface (fog seal), and filling in cracks with elastomeric material (crack sealing).
The City has a program that determines best use of TBD funds to maximize maintenance efforts toward our citywide street system. In years past the City has partnered with Snohomish County's Countywide Overlay Program. This program has become larger than intended and Snohomish County has requested Monroe and other cities not to participate for the next few years. As a result, engineering staff are making adjustments and will be performing the design and administering the construction contract this summer.

Existing sidewalk ramps adjacent to the project areas will be reviewed and reconstructed as necessary to be compliant with current ADA standards.

Update

The 2020 preservation street segments are listed below. The bid advertisement was conducted in April, with six contractors responding to the solicitation. Lakeside Industries is the apparent low bidder and will be performing the City's street resurfacing efforts this year. The Covid-19 essential work mandate may impact the construction phase of this project should the mandate not be lifted by June.

On Street	From Street	To Street
CASCADE VIEW DR	US2	NE END
172nd DR SE	S END	BEATON RD
BEATON RD	169TH AVE SE	TYE ST
TYE ST	169TH AVE SE	BEATON RD
177TH AVE SE	W MAIN ST	CITY LIMITS
Village Way	West End	East End

318 Fund	Project Budget	Committed Costs	Spent To-Date	Anticipated Remaining
Design	30,000	6,850*	6,850	23,150
R/W	0	0	0	0
Construction	1,211,415	0	0	1,211,415

*on-call land surveying services contract in the amount of $6,850.

N. MADISON IMPROVEMENTS

Background

This project will reconstruct N. Madison Street, from Main Street to Elizabeth Street. Primary work elements include replacing the asphalt, curbing and sidewalk, replacing the aging sewer and water mains within the street, and constructing a new stormwater system that will separate stormwater runoff from entering the city's sanitary sewer system. The Department of Ecology has awarded $1,299,625 in a Stormwater Financial Assistance Program (SFAP) grant to help fund the new stormwater element.

Project funding will be shared among the Street 318, water 412 and Sewer 422 CIP funds.

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design (2020)	75,000	21,800*	13,746	8,054
R/W	0	0	0	0
Construction (2021)	3,068,715	0	0	3,068,715

*$13,500 on-call survey contract authorized with Harmsen Inc to collect site information.
*$8,300 on-call geotechnical contract with Robinson Noble to collect information on underlying soils.

Update

Site topographic information has been collected from the City's roster of professional land surveyors. The city is also working with the Department of Ecology and Department of Archaeological and Historic Preservation in preparing a Cultural Resources Survey (CRS) and Inadvertent Discovery Plan (IDP). The design effort will continue throughout the remainder of 2020.

Timeline

2020	Design process
March 2021	Bid Phase
Summer 2021	Construction Phase

RAILROAD QUIET ZONE STUDY

Background

This planning effort is to collectively review the city's five at-grade railroad crossings (Fryelands Boulevard, 179th Avenue SE, Kelsey Street, Lewis Street and Main Street) for the potential to establish a Quiet Zone within the city limits. A Quiet Zone essentially means that train operators will not sound their horn in the established area unless they have a compelling reason to do so (safety issue). The study is expected to be lengthy and involve BNSF, Amtrak, the Utilities & Transportation Commission (UTC), the Federal Railways Administration (FRA), city engineering staff and hired consultants. Each crossing will be reviewed via a diagnostics meeting with the stakeholders, including what improvements are required. These improvements will need to be made before the City can establish the Quiet Zone.

The 2020 Budget included $100,000 toward the study and is funded through the 318 Streets CIP Fund.

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design (2020)	100,000	87,282*	5,734	81,548
R/W	0	0	0	0
Construction (2021)	3,068,715	0	0	3,068,715

*Consultant Agreement with PH Consulting Inc. in the amount of $87,135. Design solicitation ad $147.

Update

The City solicited professional engineering firms to assist in the diagnostics effort for the crossings. PH Consulting Inc. was awarded the contract on February 28th, 2020. The consultant work is underway. Due to the number of agencies involved, the process is expected to take the remainder of 2020, and perhaps into the first months of 2021, before the study is complete.

US HWY 2 NON-MOTORIZED SHARED PATH

Background

The purpose of this project is to provide a walking path along US 2 adjacent to the Monroe Fairgrounds. The sidewalk that currently ends at Cascade View Drive would be extended west approximately 1,200 feet to 179th Avenue SE. Extensive negotiations are anticipated with the Monroe Fairgrounds whose facilities currently occupy the area needed for the path, as well as WSDOT – the actual owner of the needed land.

City engineering staff successfully applied for two federal grants to help fund this project. The first grant is a for design efforts in the amount not to exceed $90,250. The second grant is in the amount not to exceed $432,500 and will help fund the construction phase.

The 2020 Budget includes $150,781 for this project and is funded through the Street 318 CIP Fund.

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design (2020)	150,781	0	0	150,781
R/W	0	0	0	0
Construction (2021)	317,247	0	0	317,247

Update

The design phase is programmed to begin in the spring of 2020 and will continue through the remainder of the year. City staff are working with the Puget Sound Regional Council (PSRC) and WSDOT to release the design grant funds.

2020	Design process
March 2021	Bid Phase
Summer 2021	Construction Phase

RAINIER VIEW ROAD PRV STATION

Background

This project will increase water system reliability be installing a pressure reducing valve (PRV) between two of the City's pressure zones: Wagner 517 and The Farm 440. This PRV is proposed either along Rainier View Road or 199th Avenue SE, and will be determined after system analysis determines the optimal location.

The 2020 Budget included $277,830 for this project and is funded through the 412 Water CIP Fund.

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design (2020)	50,000	2,000*	0	50,000
R/W	0	0	0	0
Construction (2021)	227,830	0	0	227,830

*BHC water system modeling not to exceed $2,000.

Update

The project is programmed to begin design in the spring, with actual construction occurring in the fall. Staff are in the initial stages of design. BHC has modeled the water system to help determine the optimal location for this PRV. They recommend 199th Ave SE, which will be the focus during design.

Timeline

April - July	Design process
Aug. – Sept.	Bid Phase
October	Construction Phase

WOODS CREEK ROAD WATER MAIN REPLACEMENT

Background

This project replaces approximately 750 feet of aging water main located under Woods Creek Road, between US 2 and Tjerne Place SE. Once the replacement is complete, this street segment will receive new asphalt surfacing and upgrade the sidewalk ramps to current federal standards.

Paid through existing water rate revenues (Water 412 CIP Fund).

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design (2020)	297,596	12,878	12,878	0
R/W	0	0	0	0
Construction (2021)	1,249,905	0	0	1,249,905

Update

Engineering staff have received the site topographic data from our on-call surveyor, and have begun the design.

Timeline

2020	Design process
Feb. 2021	Bid Phase
Apr. – July 2021	Construction Phase

S. TAFT SEWER REPLACEMENT

Background

This project replaces aging sewer main, beginning at McDougall Street and ending at a newer manhole located approximately 300 feet north in Taft Lane.

Paid through existing sewer rate revenues (Sewer 432 CIP Fund).

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design (2020)	16,800	5,550*	4,956	594
R/W	0	0	0	0
Construction (2021)	64,999	0	0	64,999

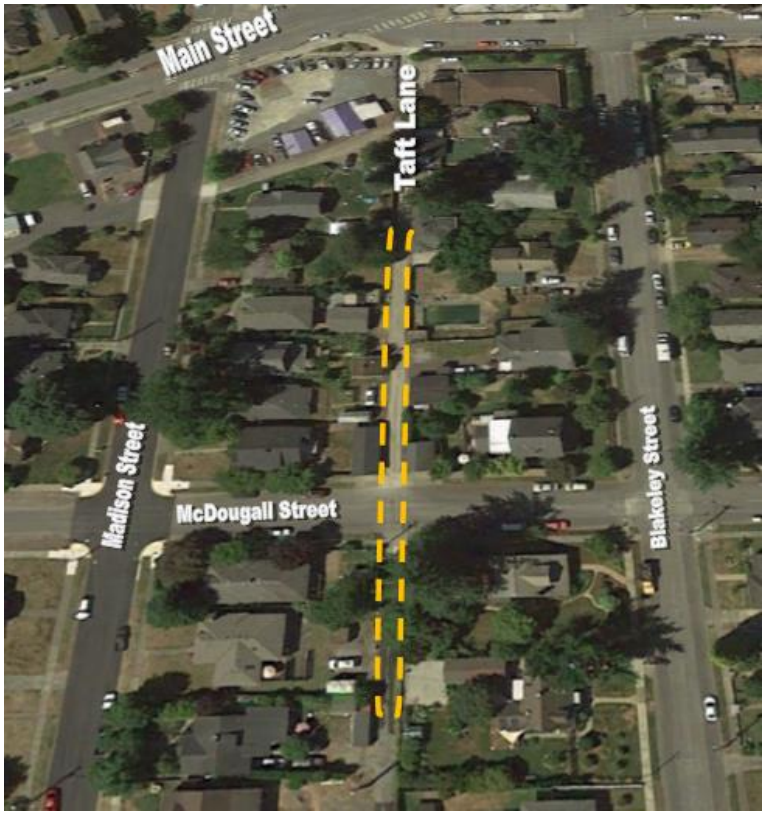
*On-call survey contract with Harmsen Inc for $5,550.

Update

The project design phase is underway. The design will continue through the remainder of 2020.

Timeline

2020	Design process
Feb. 2021	Bid Phase
Apr. – July 2021	Construction Phase



LAKE TYE STORMWATER IMPROVEMENTS

Background

The existing stormwater treatment bioswale and treatment pond located at the southeast corner of Lake Tye no longer function as originally intended. In 2019, BHC Consultants Inc. prepared a stormwater alternatives report for the city, in which four viable alternatives were identified to improve the water quality of stormwater entering Lake Tye, using current stormwater regulations to develop the alternatives. This project advances the effort by selecting the preferred conceptual design, preparing the plans and specifications for project, and then proceeding with actual construction of the improvements.

Paid through existing storm rate revenues (Storm 432 CIP Fund).

	Project Budget	Committed Costs	Spent To-Date	Remaining
Design (2020)	277,493	0	0	277,493
R/W	0	0	0	0
Construction (2021)	559,133	0	0	599,133

Update

The project is programmed to begin the design phase this coming spring. The City will contract with the engineering consultant to develop the design documents, and the design phase will be ongoing throughout 2020.

2020	Design process
April 2021	Bid Phase
July – Sept 2021	Construction Phase

GRANTS

The City actively pursues other sources of project funding through grants. Grants sources include State and Federal resources and help defray the cost of maintaining and improving the City of Monroe's infrastructure. The following is a summary of grant activity that Public Works has received.

Active Grants:	Grant Amount	Description
Sidewalk Railroad Crossing	$244,500	Fryelands Blvd & 179th Ave SE sidewalks
Chain Lake Rd Shared Path		Extend the concrete sidewalk to Brown Rd.
	$173,000	Design
	$488,725	Right-of-Way Acquisition
	$1,515,692	Construction
US-2 Shared Use Path	$90,250	Add US2 sidewalk alongside Fairgrounds
N. Madison St.	$1,299,625	Separate stormwater from the sewer
Blueberry Lane Stormwater	$2,633,250 + $877,750 (Loan)	Repair aging stormwater infiltration system
147th St / 179th Ave Signal	$482,352	Federal grant application to signalize intx.

Grants											
Status	Project	Agency	Program	Ask	Date	Recommended	Date	Awarded	Date
Awarded	US2 Sidewalk Extension	PSRC	CMAQ	$ 90,250	4/26/2016	$ 90,250	12/27/2016	$ 90,250	12/27/2016
Recommended	US2 Sidewalk Extension	PSRC	CMAQ	$ 432,500	5/11/2018	$ 432,500	6/8/2018	$ 432,500	10/31/2018
Encumbered	Chain Lake Rd Trail Extension	PSRC	CMAQ	$ 2,432,867	4/22/2016	$ 1,515,692	11/4/2016	$ 1,515,692	12/27/2016
Encumbered	Chain Lake Rd Trail Extension	PSRC	CMAQ	$ 661,725	4/23/2014	$ 583,527	1/15/2016	$ 583,527	1/15/2016
Closed	2018 LED Lighting upgrades	TIB	Relight Washington	$ 11,345	3/1/2018	$ 11,345	3/2/2018	$ 11,345.00	4/17/2018
Closed	Main Street Grind/Overlay	TIB	APP	$ 518,000	8/18/2017	$ 440,000	11/22/2017	$ 440,000	1/18/2018
Closed	Fryelands Blvd Grind/Overlay	TIB	APP	$ 444,800	8/13/2018	$ 444,800	12/11/2018	$ 444,800	12/11/2018
Awarded	N. Madison Street Combined Sewer Separation	DOE	SFAP	$ 1,290,108	10/20/2016	$ 1,299,625	3/6/2018	$ 1,299,625	6/25/2019
Awarded	Blueberry Lane Stormwater Repair	DOE	SFAP	$ 2,633,250	10/12/2018	$ 2,633,250	1/18/2019	$ 3,511,000	6/28/2019
Awarded	179th Ave Sidewalks	PSRC	CMAQ	$ 634,650	5/11/2018	$ 634,650	6/8/2018	$ 634,650	10/31/2018
Applied	147th St / 179th Ave Signalized Intersection	PSRC	STP	$ 482,352	3/26/2020				
Pass	Road Preservation	PSRC	STP APP						

GRANT SUMMARY TABLE

OPERATIONS & MAINTENANCE DIVISION

Water

The annual **water system flushing** program is nearly completed. Flushing is important to ensure clean pipes in "dead" zones. Flushing scours the pipe as crew members open hydrants in strategic locations to ensure the lines are cleaned and the fouled or stained water is removed/flushed from the system. Flushing has been postponed for the time being, but will be completed as staff return to routine field work in the coming weeks.

The **Spring Hill Resevoir SCADA Repeater** was upgraded in March. The remote water/sewer pump stations and water resevoirs communicate by radio signal to a repeater located at the Spring Hill Resevoirs. The repeater collects the data and sends it to the WWTP where the main SCADA computer is located. During periods of inclement weather and seasonally when tree foliage is highest, the signal is often lost. A repeater with stronger signal was installed replacing the old unit to ensure consistent communication with the critical utility infrastructure throughout the city.

Sewer

The **pH Engineering Report** has been finalized and will be submitted to the Department of Ecology in mid April. Plans and specifications for the pH improvement systems are due for submittal to Ecology by 12/31/2020. Staff has been working on a Scope and Fee for this work and will be put before council approval on the 4/28/2020 Business Meeting.

The **WWTP Laboratory** successfully passed the Department of Ecology audit in Feburary and completed and passed the Performance Testing(PT) requirements in March. The audit and PT testing are performed on 5 year cycles and is a requirement for the laboratory to maintain accredidation for specific parameters the lab performs and reports.

Utility crews replaced the **Sky River Park wastewater lift station** in March. The existing single pump system was replaced with two larger grinder pumps ensuring reliable continuous operation especially during large events at the park.